

**CLASSIFICATION**

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**CENTRAL INTELLIGENCE AGENCY**

# INFORMATION REPORT

## REPORT

CD NO.

COUNTRY

East Germany

DATE DISTR.

29 June 1955  
3

**SUBJECT**

# East German Railroad Activities during March and April 1955

NO. OF PAGES

PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO  
REPORT NO.

25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794, OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW.

THIS IS UNEVALUATED INFORMATION

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1. On 31 March 1955, the following information was obtained on the 1955 railroad tank-car construction program:

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- a. New cars to be constructed:

50 standard 3-axle tank cars for the transportation of fuel; estimated cost: 2,348,000 DME;  
22 tank cars for the transportation of sulphuric acid and equipped with heating facilities; estimated cost: 522,000 DME;

- b. General repairs:

540 units at an estimated cost of 1,957,860 DME.

2. Effective 1 March 1955, the position of a departmental chief for Operations and Traffic was again introduced with RBDs and RBAs.<sup>2</sup> Effective the same day, so-called Polit-Leiter (political officials) have been attached to each "Verwaltung", "Gruppe", and "Abteilung" of RBDs and RBAs.

3. On 1 April 1955, a new railroad maintenance shop (Betriebswerk) (Bw) was established at the Wriezen railroad station in the area of RBD Berlin.<sup>3</sup>

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- 4.

planned operation "Frohe Ferientage fuer Kinder" (Merry Holidays for Children).

In July and August, the following numbers of children will have to be provided railroad transportation:

- a. Groups of 88,000 each to be moved in two waves, each extending over five days, to and from "Pionier" camps; in 1954, 80,000 children were moved in each of the two waves;
- b. Groups of 600,000 children each to be moved in two waves, extending over five days, to and from holiday camps; in 1954, 550,000 children were moved in each of the two waves;

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**Abstract**

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- c. 750,000 children going on holidays, 50,000 of whom will have to be moved over long distances.

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a total of about three million children will have to be moved by rail.

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5. On 24 March 1955, another group of six locomotives loaned to Poland was returned to Germany. In late March, 54 column locomotives were still operating in Poland.
6. The following information was obtained on the parking of column locomotives, status of 29 March 1955:

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RBD	Number of Column Locomotives	Parking Place	Remarks
Berlin	144	Ruednitz	
Greifswald	27	Ducherow	eight of which were in operation
Halle	65	Eilenburg	an undetermined number of these locomotives were in operation
Cottbus	51	Kerkwitz	
Schwerin	36	Strasburg	
Magdeburg	49	Meyenburg	6

7. Since mid-March 1955, work on the completion of the designs for a new railroad line to be built for coking plants near Schwarze Pumpe has been accelerated. The designs were scheduled to be completed by 20 May 1955. The project involves the following construction work:  
The second track between Hoyerswerda and Knappenrode (previously Werminghoff) will be reconstructed. From Knappenrode, a single track will be built as far as the passenger station of the coal combine. A crossing point is scheduled to be established about 1.5 km. north of Tiegling. Highway No. 97, which runs parallel to the line at a distance of about 10 meters, will be rerouted in order to make the site available for brown-coal mining. The cost for the construction of the railroad line, including the enlargement of Hoyerswerda railroad station, was estimated at 47 million DME. About 8 km. north of Knappenrode, the line to the coal-processing plants is to turn to the northwest in a curve with a radius of 2,500 meters; another line is to extend straight to the north and will join the Cottbus - Goerlitz railroad line about halfway between Spremberg and Schleife railroad. The designs for this branch of the line will have November 1955. The costs for the latter line million DME.

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8. The construction of a railroad bridge over the Havel River north of Forsthaus Templin for the Saarmund-Golm railroad line is meeting with great difficulties. The recent drillings made on the prospective construction site showed that the mud in the bed of the Havel River had a thickness of up to 43 meters. This makes it doubtful that it will be possible to lay the foundation for the bridge with the machinery available.

8

1. Comment. Of the three types of railroad tank cars mentioned, the first category will be cars suitable for the transportation of liquid fuels, while the latter two categories are for transportation of oils and lubricants. The 1954 construction program envisaged the building of 25 tank cars and 50 carboy-type c

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2. [ ] Comment.

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Traffic reflectors  
had been observed

3. [ ] Comment. Wriezen was not included as a railroad maintenance shop in the tabulation of such installations transmitted previously.

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The establishment of a railroad maintenance shop at Wriezen may have been necessitated by the reconstruction of the railroad bridge over the Oder River at Zaeckerick near Neuruednitz. The construction of this bridge will create an additional Oder crossing, and Wriezen will serve as the initial point for the single-track line extending to the east over this bridge.

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4. [ ] Comment. The transportation of so many children within such a short period will constitute a heavy additional strain on the inadequate park of locomotives and railroad cars.

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5. [ ] Comment. After the deactivation of German locomotive columns on 1 July 1954, 72 column locomotives were rented to the Polish State Railroads. These locomotives were scheduled to be returned within the course of two years. [ ] So far, 12 of these locomotives had been returned.

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Comment. The parking sites mentioned were known previously. The [ ] are kept as a reserve of the Ministry of Traffic. The column locomotives reported for RBD Berlin included those [ ] oland.

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7. [ ] Comment. Information on this project was transmitted previously.

8. [ ] Comment. This information refers to the construction of the West Ring Berlin (Wildpark - Michendorf), a project which had been postponed for years. It appears that new efforts will be made to execute this project in the near future.

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CENTRAL INTELLIGENCE AGENCY

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2. Comment. The amalgamation of the Departments for Operations and Traffic reflect the greater tendency to centralized control which had been observed since the beginning of 1955. 25X1
3. Comment. Wriezen was not included as a railroad maintenance shop in the tabulation of such installations transmitted previously. 25X1  
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